The Second Annual Procession of the New York Firemen-Magnificent Display of Engines and Hose Carriages.

The city of New York was yesterday the scene of one of the grandest and most noble sights that could be enacted in any city. Nor did this splendid sight result so much from the display of magnificence which was exbilited, as from the design patriot am, and just appre ciation which were the distinguishing features in this exhibition. We repeat it was appreciated.

The streets, squares, and parks, through which the procession passed, were througed with persons of the highest respectability, anxious to witness this gathering; and the windows of almost every house beamed forth with the beauty of their feminine occupants. Loud and innumerable were the plaudits and cheers that were bestowed upon these protectors of human beings from the rayages of an awfut element of nature, which mankind has momentarily to subserve to its uses. What confidence was exhibited in every face! What radiant beams of gratitude shot forth from many who ewed perhaps the existence of a child, a wife, a husband, or other near relative, who had been rescued from an untimely and horrible death by the noble exertions of this humane body of men. who, disregarding every personal consideration, and forgetting all distinctions of social rank or education, carry into practice one of the soblest traits which exist in man-humanity-and are ready at all times to incur all risks, regardless of reward or gain, to save the lives and property of their fellow-creatures. Well may the public appreciate such humanity and patriotism; well may the first authorities of the Empire City assemble at the gates of their mansion to de honor to such a worthy body of men. Nearly all the principal buildings were decorated

with flags; and the waving of the white handkerchiefs of the ladies, the great length (nearly two miles) of the procession, the observance of order, the beauty of the engines and hose carriages, and their tasteful decorations the poble appearance of the finest and best shaped body of men in the world, their simple and characteristic atbire, their grace of action, and the beauty of the musical bands-all, we say, combined to present an almost unex. ampled sight.

The companies composing the several divisions bled at one o'clock, P. M., in Hudson street, and, four breast, counter marched down Hudson street and College place to Murray street, on their way to the Park where they arrived at about half-past 3 o'clock.

The avenues leading to the City Hall were besieged by spectators, among whom were a large number of ladies; the steps, windows, and balconies of this splendid edifice were erammed to excess, and the Governor's room was turned into a drawning room of beauty and fashion. The Mayor and the whole of the Common Council were assembled on the steps, together with the heads of departments and other officers of the city government, ex-Chief Engineers and ex-Assistant Engineers, attended by a strong body of police, (who, on one or two occasions, were uncommonly active with their staves in beating back the crowd, the greatest portion of whom were necessarily undefended by a reporter's note book), and holding their staves of office, reviewed this noble production as it passed before them in the order given be a which order

it paraded the different streets.

The aspect of the Park at the moment presented a very grand, imposing effect, when showed from the front balcony of the City Hall. The greenness of the grass, its contrast with the dusty and swarming streets, the pic-turesque beauty of its trees, the regularity of its avenues and the crowd that thronged them, and the noble building in its centre tended to enhance the delightful interest in the scane, accompanied as it was by such superb

Standing on the baleony, and taking reface from the sun's powerful beams, under a maze of bonnets, veils and parascis, through which an occasional dive was necessary to preserve a good and uninterrupted view of this grand affair, we noticed that the van of the procession was composed of the company of Firemen from Philadelphia necompanied by a beautiful engine, ornamented with silver
bells and other elegant appliances and devices. They
were attired in blue dresses, and were caps with capes.
The firemen composing the other part of the procession
were attired as usual, in their red shirts and black, shining
belmets, and each company drew its engine or hose
carriage, which were all most tastefully decorated with
roses ribbonds, small flags &c. Ninety-seven companies
followed in regular order of succession, and afforded a
magnificent sight of upwards of one hour in duration.
Some of the companies—the Fourteenth, Forty-sixth,
Forty seventh, Forty-muth, and Fiftleth—sent up vociferous cheers, which were duly responded to by the hats
of the gentlemen and the white handkerchiefs of the
indies. The first named company directed their "three
cheers" for General Pierce, and were enthusiastically
met. Whilst passing the Hall, and the Mayor and Common Council, cach man uncovered, which courtesy was
of course, duly observed by the civic authorities

Among the engines which aforded much display, we
particularly noticed that of Company No. 6, which was
drawn by eight white horses; those of Companies Nos. 8, 9,
11, and 30 the latter of which was surmounted by a
beautiful live eagle; the engine of No. 29 drawn by ten
beautiful live capie; the engine of No. 29 drawn by six
white horses. The display was really grand, charte, taste
ful, and characteristic of the New York fremen.

The last company was followed by an immense crowd
who pushed on regardless of the immense pyramids of
dust which had been raised, and thus closely and enthusisetically followed, the procession left the Park and pursued is course through the east gate into Charbam street posed of the company of Ficemen from Philadelphia ne-

sustically followed the procession left the Park and pur-sued its course through the east gate into Chatham street and East Broadway to Grand street, thence down Grand et to the Bowery up the Bowery to the Third avent

and East Broadway to Grand street, thence down Grand street to the Bowery; up the Bowery to the Third arenue to Fourteenth street, to and around Union square to Broadway, thence down Breadway to Canal street. It is principally built of iron, plated and polished in the highest style of art. The belify is of a new and beautiful design, composed of arabesque seroll work, grape clustors, shell and leaf work; the lockers, with a fine artistical picture and gold letters, surrounded with an elegantly modelled grape, vine the ends finished with a magnificent gold shell, set in a surken panel. Beneath the arch is placed a lion's head in gold, with water in silver folling from the mouth into a golden cup, on each side of which are two finely chased silver swans, terminating with lenfage. The running gear is entirely of polished from—a fine specimen of workmanship. The cylinder, or reed, is inlied with pearl, and handsomely ornamented with flowers and arabesque scrolling. The arch is autmounted with a silver standard, bearing a gold torch. The fastenings are all concelled, giving every part a smooth and finished appearance. It const \$5,500. This company arrived here yesterdsy morning, and were received by Marion Hose Company No. 4, of this city, and remain their guests during their stay.

We shall now give the order of the procession, with a

ance. It cost \$3,500. This company arrived here yesterdsy morning, and were received by Marion Hose Company No. 4, of this city, and remain their guests during their stay.

We shall now give the order of the procession, with a brief description of the engines and the number of mon in each company.

The delegates from the various fire companies of the city, comprising one delegate from each company, took the van of the procession. They were followed by the Neptune Hose Company No. 6, from Philadelphia, numbering about forty-two men. They were thick blue overcoats, black pants, giazed hats and glazed capes, with the name of the engine in golden letters. The carriage is one of the richest and most costly pieces of mechanism that is extant. It is mounted with gold and silver, and embelished with beautiful devices emblematical of the name. The back and front lockers are of solid silver, upon which we remarked some beautiful and original figures, gorgeously executed with gold plating. The cost of the engine, as far as we could learn amounted to about \$2.700. It is completely new, and has never been in operation yet. This is the second time that it has been publicly shown, the first time being on the occasion of the parade of the Philadelphia firemen. In May last. This splendid engine mamanded universal admiration. It was preceded by he Philadelphia brass band, who played exceedingly tell.

The Weccace Hose Company No. 23, from Philadel-

he Philadelphia brass band, who played exceedingly reil.

The Weccacee Hose Company No. 23, from Philadelbia, followed next, numbering about forty-three men. Ney were clothed in the same style as the former company. The hose carriage, although not so cestly as the termer, was neat, hand-some, and tastefully decorated. Then came the Hope Hose Company No. 7, from Philadelphia, seconganied by the Penn-ylvania Cornet Band. They numbered fifty-two men in all, and wore black thick over coats, black pants, glazed hats and glazed capes. Their apparatus is new and executed in the most magnificent style. It is considered to be the finest specimen of workmanship in that line, extant.

Reifed Engine Company No. 2, from Newark, numbering about fifty-twe men. They were red shirts, black pants fastened with a black beit and uniform caps. Their engine was small but finely decorated.

Empire Hook and Ladder Company No. 1, from New Jersey, followed next numbering thirty-five men. They were blue shirts, black pants fastened with a black beit, and uniform caps. There apparatus was tastefully ornamented with wrosths and festeons of flowers.

Lady Washington Engine No. 1, from Morrisania, numbering thirty men, They were red shirts, black pants, and uniform caps. The engine was neat and tastefully decorated.

The Exempt Fremen then followed. The Crolies Hose Company No.

seeing thirty men. They were red shirts, black pants, and universe caps. The engine was neat and tastefully decorated.

The Exempt Firemen then followed. The Crolics Hose Company No. 50, received this year, the post of honor, and bore the banner of the Fire Department, and who were proceeded by the Governor's Island Band. The banner was made of gold laced purple sitk, bearing the inscription. "Association of Exempt Firemen," worked in golden letters. Then came the Chief Engineer as Orand Marshal, with Assistant Engineers, Mr. Michel and J. P. Lacour, as Special Aids, in carriages.

Iludson Engine Company No. 1, numbering about sixty men. They were red shirts black pants, and uniform caps. The engine is a costly piece of machinery, mounted with gold and after platings, and handsomely embellished with incoriptions in gold letters. Besides the numerous other ornaments, we also observed a miniature engine placed on the top, which was very neatly made.

Eagle Hose Company No. 1, numbering about thirty men. The carriage is mounted with silver, and was tastefully decorated.

Excelsior Engine Company No. 2 numbering fifty men. The engine is a large and powerful apparatus.

Knicherbooker Hose Company No. 2 hand a beautiful carriage, which was neatly fitted up. They numbered about twenty-five men.

Hope Engine Company No. 3 numbering fifty-three men. The engine is a beautiful affair, and was completely covered with wreaths and flowers.

Independent Hose Company No. 3 numbered about

men. The engine is a beautiful affair, and was completely covered with wreaths and flowers.
Independent Hose Company No. 3 numbered about thirty men. Their apparatus was in fine condution.
Niogara Engine Company No. 4 and Marian Hose Company No. 4 the former numbering sixty men, the latter shout thirty. The engine was gorgeously painted and righly mounted.
Protection Engine Company No. 6, numbering about

birty-five men. They were dun instead of black pants.

The engine was in excellent order.

New total Hook and Ladder Company No. 1. They muster d about thirty men.

New York Hose Company No 5 numbered thirty men—their carriage was handsomely fitted up.

Americus Engine Company No. 6 is a large and elegantly mounted apparatus, and was raised on a cart, drawn by eight horses. On the top was represented a large gift eagle, with outstretched wings. It was a handsome affair.

cashair.

Croton Hose Company No. 6 mustered about thirty men. The carrisge was neat and handsomely painted.

Lexington: Hose Company! No. 7, and Ringgold Hose No. 7, the former numbering fifty men, and the latter thirty. The engine was beautifully decorated.

Manhattan Engine Company No. 8, and First ward Hose Company No. 8, the former numbering about fifty men, the latter from twenty-five to thirty. The engine was splendidly painted and ornamented, as was also the carrisge.

men, the latter from twenty-five to thirty. The engine was splendidly painted and ornsmented, as was also the carriage.

United States Hose Company No. 9, and Columbian Hose Company No. 9; the former numbering sixty, the latter about twenty men. The engine was embellished with four magnificent designs. On the top there was an eagle with his wings spread out, holding in its mouth the number of the company. It was altogether a handsome affair. The carriage was also neatly decorated.

Waterwitch Engine Company No. 10, numbering about forty men. The engine was small, but neatly decorated. Futnam Hook and Ladder Company No. 2, numbered about thirty men. Their carriage was also tastefully decorated.

Oceanus Engine, No. 11, and Gulick Hose Company No. 11, the former numbering sixty men, the latter thirty. The engine is beautifully painted, and embellished with four splendid designs.

Knickerbocker Engine Company No. 12 and Washington Hose Company No. 12, were two fine companies—the former numbering forty, the latter about thirty men. The engine, although small, was in excellent order, while the carriage was magnificently decorated.

Eagle Engine Company No. 13 and Jackson Hose Company No. 13—the former numbering thirty, the latter twenty-five men. The hose carriage was decorated with flowers and flags.

Atlantic Hose Company No. 14, numbered thirty men. Their carriage was handsomely fitted out.

Feterson Engine No. 15, and Fulton Hose Company No. 16, the former numbering sixty, the latter twenty-five men. The engine is large and powerful, set off in fine style,

Phoenix Hook and Ladder Company No. 3, numbering

five men. The engine is large and powerful, set off in fine style.

Phenix Hock and Ladder Company No. 3, numbering thirty men. Their apparatus was in excellent order.

Croton Engine No. 16, and Tompkins Hose Company No. 16, the former numbering sixty, the latter twenty-five men. The engine and carriage were splendidly fitted out.

East River Engine No. 17, and Clinton Hose Company No. 17, the former numbering thirty, the latter twenty-five men. Their apparatus was in excellent condition.

Atlantic Engine Company No. 18, and Franklin Hose Company No. 18, the former numbering thirty, the latter twenty-five men. The engine was small but in fine order; the earling was handsomely decorated with flowers and flags.

the carriage was handsomely decorated with flowers and flogs.

Laffsyette Engine No. 19, is quite a new engine, although made upon the most approved plan, resembles the others in shape and appearance. It is beautifully painted, and embellished with splendid designs. They number sixty men.

Washington Engine Company No. 20, is a small apparatus, but strong, and was handsomely decorated. The company numbers thirty men.

Eagle Hook and Ladder Company No. 4, numbering about thirty men, was in a fine condition.

Humane Hock and Ladder Company No. 20, numbering about thirty men, was tastefully decorated.

Fulton Kogine Company No. 21, and Hose Company No. 21 the former numbering sixty, the latter twenty-five men. The engine is quite new, and is a splendid piece of machinery. There are two beautiful designs on both sides. It was much admired.

Protection Engine No. 22, and Phoenix Hose Company

both slices. It was much admired.

Protection Engine No. 22, and Phoenix Hose Company
No. 22, the former numbering sixty, the latter thirty
men. The engine is a fine piece of machinery, and
was splendidly ornamented, as was also the hose car-

was splendidly ornamented as was also the hose carrisge.

Perry Hose Company No. 23 was tastefully hung with wreaths and flowers. They number about thirty men.

Jackson Engine Company No. 24, and National Hose Company No. 24, are two splendid companies, the former numbering sixty, the latter twenty-five men. The engine and the carriage were magnificently fitted up.

Jackson Hose Company No. 5, numbering twenty-five men, was nest and handsome.

Union Hook and Ladder Company No. 5 numbered about thirty men. The truck was in good order.

Cataract Engine Company No. 25 numbered sixty men. The engine is large, and was beautifully decorated.

Jefferson Engine Company No. 25 numbers twenty-five men. We the former numbering thirty, the latter twenty-five—both apparatus in excellent order.

Neptune Hose Company No. 27 numbers twenty-five men. The carriage was next and tasty.

Guardian Engine No. 25, and Continental Hose Company, No. 29, the former numbering sixty, the latter twenty-five men. The engine was mounted on a car, and drawn by ten white horses, with white and red plumes on their heads.

Tompkins Engine Company No. 30 numbered sixty

heir heads.

Tompkins Engine Company No. 30 numbered sixty nea. The engine was also drawn by six white horses, with plumes.

Putnam Hose Company No. 31 numbered about thirty nen. The carriage is beautifully painted, and was taste-public description.

oily decorated for the occasion.

Bunker Hill Engine Company No. 33, and Judea Hose
Company No. 32, the former numbering thirty, the latter
wenty-five. The engine and carriage were handsomely ited up. Lafayette Hook and Ledder Company No. 6, numbered

hirty men. The hook and ladder were in excellent con

Larayette Hook and Ladder Company No. 5, numbered thirty men. The hook and ladder were in excellent condition.

Elack Joke Engine Company No. 33, and Warren Hose No. 33, the former numbering forty, the latter twenty-five men. Both the carriage and engine were beautifully decerated.

Star Hose Company No. 34, numbering twenty-five men. The carriage was neat and tasty.

Columbus Engine Company No. 35, and Fifteenth Ward Hose Company No. 35, the former numbering thirty, the latter twenty-five men. The engine and the carriage were neatly decerated.

Howard Engine Company No. 34 numbered sixty men. She is large, and magnificently painted.

Coesna Hose Company No. 36 numbered thirty men. The carriage was handsomely fitted up.

Madison Hose Company No. 37 numbered twenty-eight men. The carriage was magnificently decorated.

Southwark Engine Company No. 38 numbered sixty men. It is a large and powerful engine, and was magnificently ornsmented with flowers.

Metropolitan Hose Company No. 39 numbered twenty-five men. Carriage neat and handsome.

Empire Hook and Ladder Company No. 8 numbered thirty men.

Amity Hose No. 38 numbered twenty-five. Carriage

thirty men.

Amity Hose No. 38 numbered twenty-five. Carriage splendidly decorated.

splendidly decorated.
Empire Hose Company No. 46 numbered twenty-five.
Carriage is beautiful.
Clinton Engine Company No. 41, and Alert Hose Company No. 41, the former numbered thirty, and the latter twenty-five. Both carriage and engine were in splendid order.

rate wenty-five. Both carriage and engine were in spiendid crider.

Maseppa Hose Company No. 42, and Fioneer Hose Company No. 43; both numbering twenty-five men. The carriages were tastefully decorated.

Empire Engine Company No. 32 numbered sixty men, and the engine was handsomely fitted up.

Elive Oak Engine Company No. 44 also numbered sixty men. The carriage is large and splendidly embellished.

Hook and Ladder Company No. 11 numbered thirty men. Hook and ladder in good condition, and beautifully decorated with flowers.

Irving Hose Company No. 44, numbered twenty-five men. The carriage was neat and tasty.

Aurora Engine Company No. 45 and Red Jacket Hose No. 45—the former numbered thirty, the latter twenty-five. The carriage, which is magnificently painted, was much admired.

Relief Engine Company No. 46 and American Hose No. 46—the former numbering thirty, the latter twenty-five. Both the engine and carriage were tastefully fitted up. Howard Hose Company No. 47 numbered twenty-five men. The carriage was handsome.

Mazeppa Engine No 48 and Americus Hose No. 48—the former numbering fifty, the latter thirty. The engine and carriage was handsome.

Mazeppa Engine No 48 and Americus Hose No. 48—the former numbering fifty, the latter thirty. The engine and carriage were finely decorated, and looked exceedingly well.

Lady Washington Hose Company No. 49 numbered

and carriage were finely decorated and looked exceedingly well.

Lady Washington Hose Company No. 49 numbered
thirty men. The carriage was nest.

Friendship Hook and Ladder Company No. 12 numbered thirty men. Apparatus in good order.

Relief Hose Company No. 51 numbered twenty-five
men. The hose carriage was handsomely decorated.

Union Hose Company No. 52 numbered about thirty
men. as did the Eureka Hose Company No. 54. Both
earriages were handsomely fitted up.

New York City Temperance Alliance-The Maine Liquor Law Agitation-Great Meeting in Metropolitan Hall.

One of the largest, most respectable, and enthusiastic sectings of the Temperance Alliance was held last evening in Metropolitan Hall, to give a public reception to the Hon. John B. O'Neal, First Judge of the Supreme Court of South Carolins, and recently elected " Mos Worthy Patriarch of the National Division of the Sons of Temperance." The hall was crowded with respectable. well-dressed persons, two-thirds, at least, of whom were Lidies. The platform was occupied by the members of the Conference of the Methodist Episcopal Church, and many other clerical looking gentlemen, five ranks deep, num bering upwards of a hundred. Great enthusiasm existed throughout the meeting

The proceedings were opened by prayer from the Rev-

Rev. C. C. Leson, the President, then addressed the meeting as follows:—
Fellow Citizens—Since we last assembled in this Hall, our city councils have been invoked to save us from the cur city councils have been invoked to save us from the encroachments and devastations of the run sellers. Our petitions have been slighted—our Sabbaths and Sabbath laws are grossly violated—and the kindest remonstrances from the triends of virtue, have been met by our wary politicians with cool civility and contemptuous neglect. To cievate the temperance family in this city to that social and politicial distinction to which their numbers and high moral worth entitle them, the various orders of temperance societies sent delegates to form an alliance, to unite the different associations, and all the friends of order and religion, in one political band, for the purpose of electing such men to office as should execute existing laws against the violation of the Sabbath, and such legislators as would enset laws to prohibit the manufacture and sale of intoxicating liquors as a beverage. In point of time this ailiance is in its infancy, but in members and influence, it is the "young lion" of our city, and wose to the politicians who directly oppose or who keeps evasively away from our cause. Our motto is, "Those who are not with us are against us." The Sabbath laws must be enforced the grog-shops must be eloced; the Maine law shall yet adorn the statutes of the Empire State, and be enforced in the Empire City. To edveste our cause, we have here a geutleman whom we will delight to honor." He is at the head of the Judiciary of his own chivairous State—South Careiun—and receivly elected—Most Worthy Patriarch of the National Division of the Sons of Tamperance"—the Hon. John B. encroachments and devastations of the rum sellers. Our

O'Neal. (Cheers) Religion also has given her highest cancion to the justice of our causs. The most devoted and learned of her ciergy are our open advocates; and here we have as our guests this evening, over two hundred clergymen, members of the New York Annual Conference, and last, though not least, lovely women, everywhere pleading our cause. (Great applause.)

Mr. C. J. Warren, the Scoretary of the Alliance, then read the following report and resolutions:—

BEFORT, JUNE 14, 1852.

The efforts of the Executive Committee of the City Alliance have been directed for some time, to the enforcement of existing laws against the illegal sale of liquor especially on Sundays and the equally illegal granting of licenses by the Excise Commissioners. In April a presentment was obtained from the Grand Jury against several practices of the aldermen which had been common for many years. Thus timely warned, the present aldermen have not, as we know, committed any of these offences.

In attemping, however, to bring the considerations of morality and virtue the public welfare and the fear of God to bear on the acts of the aldermen, we have not been so successful. No man has been denied a license from regard to the public welfare, nor because he was a reckless and constant violator of all the laws, human and divine, that were meant to protect the Sabbath day. Nearly all the thousands that have been licensed, and thus officially declared to be persons of good moral character, are reported by the police officers as having kept their dram shops open on the Sabbath day, taking this opportunity, when thousands are at liberty, and are early tempted to fill their pockets with the spoils of the idle and the thoughtless, and transform our sober and virtuous chizzens into drunkards, paupers and criminals.

our sober and virtuous citizens into drunkards, paupers and criminals.

We have, however, the assurance from the aldermen of several wards, particularly the Fifth. Ninth, Tenth, Twelith. Thirteenth, Fifteenth, Sixteenth, Seventeenth, and Eighteenth, that if they do not keep their shops closed and refrain from the sale of liquor on Sunday, their licenses shall be revoked.

In most of these wards, also, licenses have been refused to those who are reported by the captains of police as keeping disorderly houses. Such houses are very numerous, scarcely any ward less than ten or twelve, and from some, more than a hundred are reported. To have prevented a few hundreds of these from being licensed is we think, matter of congratulation.

ave prevented a few hundreds of these from peng is ensed, is, we think, matter of congratulation.

The whole operation has shown us more and more that we want the Maine law; has made us resolve more and more that we will have it, and convince even the faint-icarted among us, that if we had that law this year, it would be executed without hesitation and without

telay. The Committee recommend the adoption of the fol-The Committee recommend the adoption of the fol-lowing resolutions:—
Resolved, That we hold to the liquor traffic no other re-lation than that of strenuous and uncompromising opposi-tion; we aim to undermine it by the most vicerous and un-ceasing moral influences, to cleave it down by prohibitory legal enactments, and to take away its power of resuledia-tion by the destruction of the contraband article.

Resolved, That it is the right and the duty of the freenean of this city, to demand from all political parties, so candi-dates for legislative and executive offices, such men as will use their personal and official influence in favor of the en-tire prohibition and suppression of the sale of intoxicating drinus; and causally their right and duty to resolve that they will not give their votes for any other than such men for such offices.

they will not give their votes for any other than such men for such offices.

Resolved, That the great objects of the Temperance Alliance, to preserve the Sabbath from profanation by the sale of intoxicating drinks; to remove the polis from dramshe of intoxicating drinks; to remove the polis from dramshe of the preserve the sabbath from profatation by the primary meetings; to obtain a prohibitory law against the liquor traffic to secure the due enforcement of such a law in this cits, and to receive the nomination and election of such a law and the sacciations purposes, which commond themselves and the associations purposes, which commond themselves and the associations purposes, which commond themselves and the associations purposes, which commond themselves and the associations, particuts, and philanthropists.

Resolved, That while we are thankful that our efforts in the city have resulted in so much good, in the withhelding so many licenses from the very disorderly grog shops, and rejoice that our friends in the country are some of them doing much more and better than we have done, we shall not be satisfied with any measures for the removal of intemperance that are merely remedial; but we shall employ all just and lawful means to obtain the Maise law from the next Legislature, and to elect members from this city who will give their votes and inducere in favor of such a law; and to elect such executive officers for this city as will secure for such a law, as soon as it is in force, a just and rajid enforcement.

Resolved, That, as the City Temperance Allianse was

Legislature, and to elect members from this city who will give their votes and influence in favor of such a law; and to elect such executive officers for this city as will secure for such a law, as soon as it is in force, a just and rigid enforcement.

Resolved, That, as the City Temperance Allianse was formed by a convention from temperance societies of various names, divisions of the Sons of Temperance, tents of Rechaldics, and Christian churches, we can consistently hall them as brethern beloved, and on this one common platform invite a hearty co-operation in all judicious measures to hasten the day when there shall not be a dramshop nor a drunkard in all the earth.

Resolved, That sithough the temperance reform has made its greatest progress among the middling classes of society, yet some of its brightest trophies have come from the deernst abway of intemperance, and not a few of its most realous friends from the high civeles of wealth and political distinction; and as an illustration of this truth we are happy to welcome to this platform, and introduce to this sudicine as an advocate of the principle of the alliance, our distinguished exect, the precising Judgeed the Sopreme Court of Sonta Carolina, and Bost Worthy Patriarch of the Notional Division of the Sons of Temperance, the Hon. John B. O'Noal.

Mr. Phitte S. Whitte, of Philadelphia was then introduced to the meeting. It was unnecessary for him, he cald, that intemperance was the grand master vice of the age. Its existence rested on three great pillars—law, appetite and interest. As to the law, he was delighted to hear of the resolutions that they at length wanted and demanded the right kind of legislation. The object of legislation is to protect the citizen and the subject and to remere tempatation from the community. Was if the proper business for legislatures to protect filthy runsellers in selling out filthy poison, often to filthy customers? The most damning stain that ever ligited on an Intelligent community was the accursed license law, what s this division made their work would be done. Here was the opportunity to do so. For this the temperance alliance had been formed. Take that position and the work was done. Let them put their names to the alliance with the same feeling as that great patriot. Charles Carroll, put his name to the Declaration of Independence. After he had signed it, a geneticman present said he ought not to be much afraid, for he could get off on a misnomer, as there were so many of the same name in Maryland. The Zallant patriot seized the pen again, and with a great flourish, wrote in addition to his name. "of Carrollton." If they would fight for temperance as the Hon. Mr. O'Neal had fought for its mad against secession in South Carollon, all the powers of hell could not impede its progress to victory.

The Hon. Honseer Garrier was pext presented, and

Neal and fought for it, and against recession in South Carolina, all the powers of hell could not impede its progress to victory.

The Hon. Horser Gazelley was next presented, and was hailed with great archamatien. They now demanded (he said) a law to protect the community from the tempation to elecholic indulgences; and the demand for that law was now a touclastone to know who was with them and who was against them. Formerly, they could only snatch an occasional brand from the burning fire, but now they were in a position to attain their objects in part, when before they could not hope to do so in a horn. There was also, however, this difference, that they now met firm opposition. And this was well. They were willing to neet their enemies on this, or any other stand, but their enemies shrink from the field of argument, and resort to prophety, predicts the evil consequences of the Maine law. But they could prove facts as to its good working in Maine. And this was an answer to their predictions. Then they said the law could not be enforced, but they shawed them a State where the law was enforced. Then they say it cannot be enforced without bloodshed; but we point them to States and republies where it was enforced and where it was being prepared to be put into effect. There would not be as much bloodshed in the enforcement of the law in Rhode Island and Massachusetts, as was spit in this city for the last three months, in consequence of the want of this law. This city should radiate temperance on every side. Decolating pictures are drawn of Newport, and its destruction, for want of rum; but no one found that there were cottages to be iet in it. or hotels vacant, but it would be found that Newport would have more visitors now than before. They, therefore, must strengthen this alliance, and see that the cause is mored with might and power. They should now have ten thousand members paying a dollar each, and they then could send members into the Legislature to support this law. This greeting was aliced not ocheer or The Hon. Horace Garrier was next presented, and

from the naked to fill their own coffers. The law of moral suasion could have no inflaence on such a man. But it was said that existing laws were strong enough, if enforced to protect the community; but it they all knew too well it was not so. The law ou the statute book sets forth the absurdity, that the man who should be licensed to engage in the immoral traffic, should be a moral man. That was an absurdity on the face of it—no moral man would connect himself with such a business. But for his part, he would rather see the cloven foot, and that the rumseller should stand out in his own accursed form. It was said by the society, that this law was dot an efficient law, but yet, be thought, such as it is, it should be enforced. He thought, however, that the Maine law was the great means of suppressing intemperance. It was that alone which should hang and bury King Alcohol. They stood here, to-night, to ask aid in carrying out this enterprise. Who shall go to work? Every one. All should be taxed in the work. He read the papers last winter, though he was not able to be here himself. But he had been gratified at reading in one of their excellent daily journals, that at the anti-temperance meeting there were that eight ladies present. He appealed to them now for their support for the Alliance, and asked the Secretary to state what he required of this meeting.

The Secretary said that the society had intended to expend five thousand deltars in the cance this season, and if they could raise half that sum to night they would be perfectly eatisfied.

The plates were then sent round, and a collection taken up, which amounted to \$850. This was not, however, and the season is an of the plates were then sent round, and a collection taken up, which amounted to \$850.

collectory, and the ecoretary very medically proposed that those who had not enough of money with them, should place their names and the amount of their contributions on slips of paper, which would be handed reund to them.

The Hon. Judge O'Near was next introduced, and received with great applanse. He thanked them for this expression of their applanse, the thanked them for this expression of their applanse, the thanked them for this expression of their applanse, the field now that his first duty was that he should be exceedingly brief in his remarks. If he were to enter on the subject fully, he would have the desolation and the destruction caused by intemperance throughout the world. He thought that the necessity of union was better understood by reference to history than by anything alse. He related some amusing anceotices of the original settlers in Kentucky, and kept his audience in roars of laughter. He would have the friends of temperance armed at every point, and they would certainly subdue all their chemics. They had heard a great deal of moral suasion, but he had come from a State which showed the fill effects of it. In 1842, they were prepared to destroy the withering pestilonee, until moral suasion was introduced and for a while scenned to promise the greatest success; but it had wrought much harm to the cause. He introduced the glory of the little boy in the apple tree, and the farmer through the subject was to be suppression of intemperance, and they would find it successful. Nino-tenths of the crimes of society arise from intoxicating drinks. If this were so, why did they stand aloof from the cause of temperance. In other States, efforts had been made. The mane of Maine should be written in letters of gold, and never be forgotten. The name of Neal Dow would be classed, by posterity, with that of Howard. He had seen it intimated in one of the mewapapers, that Newport was to be descreded. But he did not believe it, and was sure it would be a false prediction. God will always smile on that which is r

Brooklyn City Intelligence.

Figs. at Gowanus.—Vesterday afternoen, at 3 o'clock, a smoke was seen arising from the vicinity of Greenwood Cemetery, and on proceeding thither it was discovered that three frame dwelling houses had been burned to the ground. They were situated on Twenty-seventh street, between Third and Fourth avenues, and were respectively occupied by Wm. G. Winham, Mr. Squires, and George Mitchell. In consequence of the great distance, one engine only proceeded to the scene of conflagration, and that was No. 2, of Brooklyn; but by the time the company reached the ground there was no occasion for their services—the citizons, together with the police, who were present in full force, having formed bucket lines and prevented the further extension of the dovouring element. The five originated on the roof of Mr. Winham's house, as is supposed, from the sparks of an adjoining chiamey. His less in goods and furniture is about \$1,000—no insurance. Mr. Squires' loss amounts to about \$1,500—no insurance. The Chief of Police and men were present, and rendered effective assistance.

which there is an insurance for \$700. Mr. Mitchell's loss is about \$500—no insurance. The latter saved all his furniture. The Chirf of Police and men were present, and rendered effective assistance.

The Approaching National Anniversary—The Common Council of Brooklyn, adopted a resolution last evening, appropriating the sum of \$500 to be expended in eriebrating the approaching anniversary of our national independence.

Sands Street M. E. Church—Juvenle Missionary Anniethsary.—The fourth anniversary of this society was

Sards Street M. E. Church-Jevende. Missionary Annuersary.—The fourth anniversary of this society was calebrated in the Methodist Episcopal Church, Sands sirect on Sunday evening, upon which occasion the house was crowded to excess, many being unable to procure scate. The juveniles, to the number of four or five hundred occupied the galleries, and presented a very interesting appearance. The exercises were opened with prayer, by the Rey, Leonard N. Vincent; and after a hymn by the children, the report for the past year was tread by William Edsell, Ess., Vice President of the society, by which it appears to be in a highly prosperous condition, and is accomplishing much good. The society was organized about four years since, and its influence was then small. It has, however, gradually increased the sphere of its operations, and now presents a mymbership of over six hundred. Its object is to aid in extending Christianity throughout the world; and thus far, by unity of action, it has contributed liberally to the suppert of missions at home, while China and its millions of identrous worshipper, at the East, and the Indian missions in the West, have not been forgotten. The report closed by giving the financial condition of the association of which the following is a copy:—

COLLECTIONS.

Balance at the commencement of the year..... \$38 48

Whole amount collected during the year...... 588 19 Total.... \$626 67

To the Amagauset Indian Mission, Long Island. \$100 09
Towards building first M. E. Church in China. 100 09
To assist Oncida Indians in repairing church
To Parent Society M. E. Church
To Mariner's Church, Cherry street, New

623 97 Leving a balance on hand of

\$2 70

the children, and the usual closing ceremonies, the assemblege separated.

Mortality in Brocklyn.—The total number of deaths in this city, for the week ending 12th instant, are reported as follows:—Males, 18; females, 25; adults, 12; children, 21—total, 43. Of this number, 2 died of scarlet fever, 1 of typhoid do., and 4 of small pox.

Bus Oter.—Yesterday afternoon, a little boy, named Samuel Lefelle, while washing a basket of radishes, which he was preparing for sale, at a pump corner of Smith and Warren streets, was run over by a horse, and nearly killed. He was picked up in a state of insensibility by Officer Hanager, third police, and taken to a drug store. The lad belongs to Williamsburg.

THE YELLOW FIVER AT PERMANDOCO.—The bark John Farnum has arrived at Philadelphia, with dates from Pernambuco to the 21st ult., and reports that the yellow lever had greatly abated there.

Married.

On Tuesday morning, June 15, by Rev. B. Griffen, Rev. W. Macommen to Miss Antenners Dances, both of On Tuesday morning, June 19, by Nev. J. Construction of J. W. Macosmer to Miss Arrenvire Damoes, both of J. W. Macosmer to Miss Arrenvire Damoes, both of New York city.

At Fishkili, New York on Sunday, June 13, by the Rev. J. F. Clarke, Mr. John McKinney to Miss Magges J. Clarke, daughter of the officiating clergymax.

In Paris, France, on the 22d of May, at the Church Oratoire, St. Honore by the Rev. Jno. S. C. Abbott, Mr. Evan Morris, of Philadelphia, to Miss Mary G., daughter of Mr. Smith Cutter, Junr., of the city of New York. -

On Monday, June 14, WASHINGTON IRVING, 500 of James

On Monday, June 14, Washington Invine, son of James Nack

Friends are requested to attend the funeral, without further lavitation, from his father's residence, No. 73

Amos street, this afternoon, at 5 o'clock.

On Monday, June 14, M. Herritta, only child of Isaiah and Margaretta Eaton, aged 1 year and 4 months. Heistives and friends are requested to attend the funeral, at No. 262 Henry street, at 2 o'clock this afternoon.

Boston papers please copy.

On Monday June 14, the infant daughter of Diedrich and Catharine Brinckmann, aged 10 days.

The relatives and friends are respectfully invited to attend her funeral, this afternoon at 1 o'clock, from her late residence. No. 1 Frankin street.

On Sunday evening, June 13, Berlamin F. Tellen, son of Peter W. Teller, in the 22d year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral, this afternoon, at 2 o'clock, from No. 80 Second street.

In this city on Sunday morning, June 12, Gronge S. Mellenum, aged 35 years.

His remains have been taken to Mount Auburn Cemetery, near Boston, for interment.

On Saturday morning, June 12, Mr. John G. Parken, of Houghton, Yorkshire, England, aged 38 years, after a painful illness of some mooths, which he bore with Christian meckness and resignation to the Divine will.

Darington, Halifax, and Barnskey papers will please copy.

On Tuesday morning, June 8, at his mother's residence.

copy.

On Tuesday morning. June 8, at his mother's residence.

On Tuesday morning. June 8, at his mother's residence. East Ninth street, Joins W Douclas, eidest son of the late John Boughs, of this city. In Lattingtown, Long Irland on Friday, June 11, Ma-thina C., daughter of Geo. W. Lewis. At Atelants, Georgia, on the 24th of May, the Rev. Beneaux Eistons Andrason, aged 30 years MARITIES INTELLIGINGS.

Havements of Ocean Steamors.

Banns. Leaves Date. For Glasgow. Glasgow. June 2. New-York. Oity of Glasgow. Liverpoel. June 2. Philadelphia. Europa. June 5. New-York. Sarah Sands. Liverpoel. June 5. New-York. Sarah Sands. Liverpoel. June 8. New-York. Franklis. Havre. June 8. New-York. Niagars. Liverpoel. June 12. Boston. Atlantis. Liverpoel. June 16. Liverpoel. Adain. New York. June 19. Sara June. Historia. New York. June 19. Sara June. Historia. New York. June 19. Sara June. Hillinois. New-York. June 19. Sara June. Hillinois. New-York. June 23. Liverpoel. America. Boston. June 23. Liverpoel. America. Boston. June 23. Liverpoel. Baltic. New-York. June 26. New Orleans. Ortes. New-York. July 1. Rie & Valparais United Statos. New-York. July 1. Rie & Valparais United Statos. New-York. July 2. Aspinwall. Sierra Nevada. New-York. July 19. Aspinwall. Sierra Nevada. New-York. July 19. Aspinwall. City of Pittsburg. Philadelphia. July — San Francisco.

PORT OF NEW YORK, JUNE 14, 1852.

Ship Matilda, Peterson, San Francisco, J T Smith,
Ship Hudson, Nelson, Glargow, Dunbam & Dimon.
Ship Harppe (Dan), Backman, Montevideo, Schmidt &
Balokman, Montevideo, Schmidt &
Comman & Comman, Montevideo, Schmidt &
Comman & Co e Co.

Bark Elizabeth Means, Hillat, San Juan, CA, C Duraud,
Bark Eccoura, Pope, St Jago de Cuba, R P Buck & Co.
Bark William, Fullerton, Jefferson, Ga, Nosmith & Sons.
Bark Jan Van Brakel (Dutch), Deloluso, Baltimore, T &

Brockelmann.
Bark Templeton, Stover, Bangor, R P Buck & Co.
Brig Santiago, Burgess, Gibraltar, S W Lewis.
Brig Sarah (Br), Belfontaine, Picton, T A Bloomfield.
Brig Perseverance (Br), White, St Stephon, NB, Schmidt

k Baichen.

Brig Gov Brock, York, Jacksonville, J B Gager.

Brig Clinton, Walker, Charleston. Geo Bulkley.

Brig Rinty Perkins, Nickerion, Philadelpuia, Jas Hand.

Brig Lucy Atwood, Atwood, Philadelphia, R P Buck & Co.

Brig Torcello, Johnson, Philadelphia, Resmith & Sons.

Brig G E Prescett, Gilkey, Boston, Nesmith & Sons.

Schr Wing of the Wind, Pearsail, Carthagena, Russell & Norton.

Norton, Schr J H Braine (Br). Trask, St Johns, PR, J H Braine. Schr John C Archibald (Br), Martell, Halifax, Keily & mithers.

Schr Enterprise (Br), Thorburn, Halifax, J Hunter & Co.
Schr Helene, Griffing, Charleston, N L M Cready & Co.
Behr Elouisa, Robinson, Wilmington, NC. N L M Cready &

Co.
Schr Jamestown, Cole, Petersburg, J Hunter & Co.
Schr M Bedell, Usborn, Alexanoris, M Bedell.
Schr W H Mailler, Price, Baltimore, Mailler & Lord,
Schr Corbulo, Rowland, Philadelphia, J W McKee.

Schr W 11 Mailler, Price, Baltimore, Mailler & Lord, Schr Corbulo, Rowland, Philadelphia, J W McKee.

Arrivod,

Ship Fortitude (of Portland), Lord, Havre, 45 days, in ballast, with 317 passengers, to master. June 2, off Sabje Island, spoke fishing schr Connecticut, of Duxbury.

Ship Maie of Orleans, Hennis, New Orleans, 16 days, with make and 42 passengers, to W Nelson & Co.

Bark Kureka (of Bonton), Cobb, Canton, 104 days, with teas and silks, te order. Left Anjler Point March 16. St Helenn May 9. March 14, in Straits of Gaspar, spoke ship Sism, of Salem, from Manila for Boston; June 4, lat 25 28, 20n 57 40, spoke schr D W Bailey, from North Carolina for Barbadoes; 10th, lat 37 41, lon 70 20 W, spoke shar P Poudleton, of Scarsport, honce for Sagua.

Bark Joseph Howe (Br.), Downs, Liverpool, 47 days, with mide and 147 passengers, to P W Byrnes. She is bound to Habiax

Bark Elizabeth (Br.), Hancock, Bristol and Cork, April 27, with iron and salt and 60 passengers, to H & T W Meyer. May 4, lat 48 10, lon 16 13, spoke bark Lucy Elizabeth, from Charleston for London; same day, spoke Fr brig Francois, for Nantes; 27th, lat 46 09, lon 9), spoke Fr brig Francois, for Nantes; 27th, lat 46 09, lon 9), spoke Pr brig Francois, for Nantes; 27th, lat 46 09, lon 9), spoke pr brig Francois, for Nantes; 27th, lat 60, spoke bark Lucy Elizabeth, from Charleston for London; same day, spoke for 6Baftast, for St John, NB. The E has had, pilot on board four days.

Bark Vesper (Br.), Bennett, Bermerhavon, 53 days, in ballast, with 107 passungers, to Poppe & Co. May 8, lat 56 13, lon 240, spoke ship John Spear, of East Thomaston, from North, 7th, Timothy Sullivan, apprentice, native of London, fell from the main royal yard overboard and was lost.

Brig John Robinson (Br.), Simes, Cork, 33 days, with iron for 640.

Brig John Robinson (Br), Simes, Cork, 38 days, with iron and 38 passengers, to order. June 1, lat 41 14, lon 68 40, spoke Br bark Burango, from Europe for Nyork, with emprants.

Brig Loloz (Port), Maux, Oporto, 45 days, with wine, &c, to P Scarle.

grants.

Brig Loloa (Port), Maur, Oporto, 45 days, with wine, &c, to P Searle.

Brig Amanda (of Bucksport), Rose, Cardenas. 10 days, with moissees, to M Taylor, vessel to R P Buck & Co.

Brig Princess Royal (Br.), Doe, Bermuda, 7 days, in ballast, to W A & P Davenport.

Brig Cushnee, Lawry, Apalachicola, via Key West, 8 days, with cotton. &c, to Ladd & Church.

Brig Gushnee, Lawry, Apalachicola, via Key West, 8 days, with cotton. &c, to Ladd & Church.

Brig Gushnee, Lawry, Apalachicola, via Key West, 8 days, with pineapples, to order.

Schr Desdimona (Br.), Smith, Harbor Island, 9 days, with pineapples, to order.

Schr Chas Mills, Francis, Savannah, 6 days, with cotton, &c, to N I. McCready & Co. Night of June 8, while in the act of Jibring mainsail, Mr D W Whitchead, first mate, fell overheard and was less things, Schr & Wan, Johnson, Baltimore, 3 days.

Schr Swan, Johnson, Baltimore, 3 days.

Schr Mahl, Crapper, Berlin, Md, 2 days.

Schr Mahl, Crapper, Berlin, Md, 2 days.

Schr Ches William, Boyd, Rockland, 4 days.

Schr Ches William, Boyd, Rockland, 4 days.

Schr Geo Warren, Wallase, Cherryfield, 12 days.

Sloog Victery, Holmes, Dannis, 3 days.

Den beern beig, naknown.

One herm brig, unknown.

Sailed,
Ship Minnesota, Allen, Liverpoel.
Wind at sunset South.

Brig Delta, arrived on Sunday, was from Sagua, not Cien-

Telegraphic Marine Reports. Arrived-Ships Wm Sturgis, Calcutta; Tooradike, Norleans; schra Mary Elizabeth, Juliette, and Etisabeth Philadelphia; David Cox, and Vintage, Albany; Lucy White, and Plymouth Rock, NYork; Smith Tuttle, Rendout.
Cleared-Bark Chester, Philadelphia; brigs Jno R Rhedes, NOrleans; Andover, Philadelphia; brigs Jno R Rhedes, NOrleans; Andover, Philadelphia; brigs Jno R Rhedes, Arrived-Schr A R Wetmore, NYork.

Herald Marine Correspondence.

PHILADELPHIA, June 14— PM.

Arrived—Ship Provincialist (Br), Shields, Londonderry;
brigs Huntress, Willow, and Aborn, Coombs. Nyork, Moselle, Hancock, Boston; Gw Jones, Burk, Hallowell; schrawillmingten, Franier, Maracalbo; Branifywin Gandy, Providence: Grace Darling, Bridgepott, Rio, McGoon, and
Mechanic, Callo, Boston; Herrietta, Hynes, NYork,
Oregon, Lewis, Lulker; steamer Cayusa, When, NYork,
Cleared—Ship Helen, Thompson, NYork,
Orights, Nashus, Cifford, Boston; brigs Moselle, Hancock,
do; Sarah Elimbeth, Toothaker Forthund, Bonito (Hami);
Zebrandt, Wilmington, NC; schras Sarah, Eaton, Troy; Chief,
Zebrandt, Wilmington, NC; schrasser, Parvidence, Novom.

Zybranat, Wilmington, NC; schrs Sarah, Eaton, Troy; Chief, Shailer, NYork: Brandywine, Gandy, Providence; Novem-ber, Sandtord, and Henricita, Keen, NBedford; J&N Steci-man, Chester, Pawtucket; Geo Harris, Semers, Edgartowa; Mechanic, Cain, Boston; steamers Penebscot, Whitaker, NYork. NYork.

BR SHIP TREMORT, from Jamaica for Liverpool, loaded with sugar, wint ashore on the North Rocks 4th inst. Capt tain, crew and part of the eargo saved; vessel a total loss.

tain, orew and part of the eargo saved; vessel a total loss.

Ship Garonax, Shearman, of and for New Bedford, from
Sandwich islands, with oil, &c, on freight, before reported at
Rio Janeiro in distress, was condemised prev to lith ult,
and ordered to be seld. A New York bark had been chartered to take forward her cargo.

Brio Eurona (of Eastport), Matthews, from Windsor, NSfor Philadelphia, with plaster, foundered off Quaco, Bay of
Fundy, in a gale night of 7th lust. Crew and a lady passenger, a relative of Capi M all saved, but with only the clothes
they had on. They reached St John, NB, lith, The Endors was a good vessel, and was partly insured in New York
and partly at a Western office.

Brios Anna, Longel, of and from Salem, Fah 10, for Recen-

and partly at a Western office.

Brig Adna, Leach, of and from Salem, Feb 19, for Sacraments city, before reported at Rio Janeire in distress, was condemned prev to 14th ult, and ordered to be sold. The Adna was an old vessel, 186 tons.

Schill Berray, of and from Thomaston, went ashore 10th inst, on Chatham bars and took fire, burning to the water's edge. Her sails, rigging, cables, one anchor, and nine bbls lime, have been saved.

Schill Sanail Anna, Capt Amaxian Pinkham, of Bristol, Me, has not been heard of since she loft the Island of Antigoa about fire months since. She was a fine vessel, of about two years, and its feared that vessel and all hands are lost.

Whale men.

about two years, and it is feared that vessed and all hands are lost.

Whalemen.

Arr at Mattapoisett lith, hark Saml & Thomas, Lambert, Atlantic Ocean, 500 bbls sp 500 ob black hab oil. Sont home 40 sp. Spoke June 1, lat 51 40, len 42% A R Tucker, Bailey, of Dartmouth, no oil on beard about May 20, Dr Franklin, Gifford, of Westport, 80 sp (which reported 14th, Staffort, Francis, NB, 70 sp); Nye, Baker, NB, 60 sp. on beard. Left at Grand Cayunan May 12, Oscools, King, NB, 60 sp, and saw her get underweigh for Bay of Mexico; naw same time, Margaretta, Prior, of Salem, going in; had spoken her April 17, with 220 bbls. Spoke Arril 7, of Jacmel, Mexico, Whitues, of Westport, 40 sp on beard, bound in the bay; Jane Hewes, Oldat NBedford 12th, bark Thos Winalow of Westport, Hart, Atlantic Ocean, schr Alfred, Gifford, do.

Sid frem Newport 11th, bark D & Hail (from Fall River), Indian Ocean.

Cld at Honolulu (all to cruins) April 9, Northern Light, Stott, Fil; 10th, Knussef, Fierce, NB; Helen Augusta, Fales, Newport; W T Wheaten, Green, NL; 21st, Citizen, Bailey, Nan.

y, Nan. Arr at Lahaina April 14, Milton, Jones. NB, 125 ap 110 wh; anus. Cornell. do 170 ap: Liverpool, Swift, do 180 ap., Cld Arr as Lahaina April 14, Milton, Jones. NB, 125 ap 110 why Janus, Cernell, do 170 ap; Liverpool, Swifs. do 180 ap. Cld (all to cruise) 7th. Benj Morran, Chappell, NI; 8th. Olympus, Russell, NB; Splendid Fisier, Edgardown; 9th. Phenix, nix, Bellows, NB, John Wells, Cross, do: 10th, Two Brothers, Nichola, do: George, Stevens, Ston; Dromo, Starr, NL; 12th, Gen Soott, Fisher, FII; Helicspont, Manwaring; Mystic; Benj Tucker, Sands, NB; Ikth, Milo, Sowic, de; Runswick, Wing, Dartmouth: C L Richmond, Cochran, NB; Minerva, Hagard, do.

12th, Ger Scott Fisher, FHI: Helicopent, Manwaring; Myatic: Benj Tucker, Sands, NB; lath, Mile, Sowie, de: Brunstie: Benj Tucker, Sands, NB; lath, Mile, Sowie, de: Brunstie: Wing, Dartmouth: CL Richmond, Cochran, NB; Minera, Hanard, de.

At Tomber March 24, Napoleon, Holley, Nan, 270 sp; Superior, Luce NB, 1150 sp; Andrews, Nye, de. 850 ap; Navigator, Paimer, Nan, 400 sp; Platina; Lee, Westport, 400 sp; Nantucket, Gibbs, Nan, 700 sp; Rebecca Sims. Jernegan, NB, 1150 sp; Hocla, Besse, de 750 sp; Wm & Eliza, Allen, do 1400 sp, for Society Islands and home; Jos Meisz, Allen, 330 sp; Louisiara, Taber, do 700 sp; "Japas," 1000 sp.

Heard from Feb 1st, no lat, &c., Ontario, Uatheart, Nan, 500 sp.
Heard from Feb 1st, no lat, &c., Ontario, Uatheart, Nan, 500 sp.
Heard from Key letter). Jan 20, in Indian Ocean, Wm Henry, Jelle, of Warren, 226 sp (since spoken Feb 29, reported 200 sp).

A propeller steering SSE (probably the Merlin, from N Yerk for Bernada,) was seen June 9, lat 39 23, lon 72.

Ship Torbado, hence for San Francisco (not 8t Domingo), April 3, lat 22 S. lon 46 W.
Ship Stag Hound, Behm, from Nyerk (March 1) for San Francisco. April 5, lat 21 20 S. lon 354 W.

Ship Goorcen, from Norleans for Liverpool, June 5, off Cape Flary Grocker, of Rockland, from Norleans for Havre, June 1 at 25 18, lon 79 26.

Ship Columbia (of Salem). Pike, from Nyerk (March 26) for Sfrancisco May 17 lat 12 18 S. lon 31 10.

A clipper ship panited black showing a white signal with a blue and white cross, was seen May 17, lat 12, lon 31; also a very large ship with painted block showing a white signal with a blue and white cross, was seen May 17, lat 12, lon 31; also a very large ship with painted ports, apparently a clipper, steering S.

Berk Lucia Maria, Emmerton, from Salem (March 8) for Zaszibar. April 2, lat 250 S. lon 26 20 W.

Brig Albion Cooper, from Bath for Savannah, was passed June 4, lat 36, lon 74 75.

Berk Lucia Maria, Emmerton, from Boston for Curacao, June 4, lat 26 41, lon 59 35.

Fer Edwhy May 5—18ar Phenix, Mason, fo

Foreign Ports.

EAHIA, about May 5-Bark Phenix, Mason, for NYork, BAHIA, about May 5-Bark Phenix, Mason, for NYork, ide.

CARDENAS, June 1-Arr bark Mangola, Haskell, Havang, J. A. Havard, Gardner, do; brigs Mara Hill, Chifort, do; 2d, ship J. Chumphrey, Merrill, do; brirs Patriot, Aldrich, do; abip J. Chumphrey, Merrill, do; brirs Patriot, Aldrich, do; abip J. Chumphrey, Merrill, do; brirs Patriot, Aldrich, do; Martha Regers, Werding, Nyork, Sid Jebiss Amanda, Martha Regers, Werding, Portland; ashr Adrian, Dimmerk, Boston; 3d, bark Levant, Hewitt, Philadelphia; brig Sterling, Pike, Baston, Taylor, Sweetzer, for Partland, Idg; Corintiasen, Randell, ready, with orders, brig Haidee, Maine, from and for N Vork, dire, arr let; and others, Havis, May 22-Shipa Admiral, Bliffens, for N Vork, June 1; Franklin (a), Wotton, do 3d; Jas L Bogart, Howe, do 5th;

Vancionue, Gilobriet, de 16th; C Jerame Jr. Cone, de de Rhine, Doane, de 18th; Lemuel Dyer, Williams, for NOrdeans July 10.

Horart Town, VDL, Peb 16—Ship Xy'on, for S Francisco, and Criole, de.

Horart Town, VDL, Peb 16—Ship Xy'on, for S Francisco, and Criole, de.

Horart Town, April 26—Ship Emily. Hoyer, 16 days from S Francisco, with 350 passengers, leaking 350 strekes per hour, would beave out and repair, brige Eagle (Haw). Newell, 16 days from 40, arr 224; Baltimore, from 60, arr 234.

Schr Golden Rule, Gragg, from 60 arr 21st. and sid prev to 25th for Tabitt. Brig Glencoe, Sampson, 14 days from San Francisco, arr 18th, and cld same day for South Passiso, 016 14th, ships Esther May, Howes, Manils; 22d, bark S ins Thornton, Post, NYORE.

HAVANA, June 2—Atr schr Mary Ellen, Earl, NOrleans, 3d, bark JB Hismitton, Means, Portland 25; brig JR Dew, Coombs, NYOrk 20; 4th, bark Sarah Bridge, Sauteraas, de 25; Koophandel (Heig), de 24; Sld 24, tranship ži Dorade, Griffin, Chagres; ship Pumgustuk, Webster, Hamburg, (has been recerted sid 36th utt) 3d, brig G W Williams, Einsman. Cardenas; schr Aid, Loslie, Charleston; ith, brig Financier, Hall, Matanas; 6th, barks FA Perley, Stan wesd, (from Sierra Morena, arr 4th) Portland; John Bird, Burd, Sagus. to losd for NYOrk, has \$60 per hhd augar, 12 25 per box, and \$3 per hhd molasses on deck; brig Confidence, Babcock, Jaruco,

In port 5th, among others, ships Orlande, White, for NOr-leans, taken at a round charter, said to be less than \$1 per lox; Ophir, Wood, for Cronstad, taken at 41 l8; carries 3209; barks Lyman, Reed, for Cronstad sirces, has \$6 per hhd augar and \$1 per box; Ophir, Wood, for Cronstad, taken at \$450 per hhd sugar at \$115; Cochituate, Berry, for Remedicate load for Nyork, has \$56 per hhd sugar and \$1 per box; Dillins, Cousts, for Cardonas to load for Nyork, at \$50 per hhd sugar at \$115; Cochituate, Berry, for Remedicate load for Nyork, at \$150 per hea sugar; Hyperion, Perkins, for NYork, chartered at \$450 per hhd sugar alongside.

HARNOR ISLAND, June 3—

llongide.

HARROR ISLAND, June 3-No Am vessels in port.

LAGUAYRA, June 1-No Am vessel in port.

MAZATLAN, April 25-Bark Clarises, seld; brige A Hunery, seized on account of having flour on board; Cepiape, to said 26th, with passengers, for Sfrancisco: Paquete de la Paz (Mex), for de about 10 days. Sid 23d, Mex brig Jupiter, de, (Mex), for an about 10 anys. Bid 23d, Mex brig Jupiter, do, with maby passengers.—Ship Arvum, Rankin, for Murope, 16g; brig Juliet, Goshell, from Baltimore, disg.
MATANZAS, June 1—Bid bark Albers, Furringten, MYerk; Zd, brig Wildes P Walker, Edgecomb, Boston; sohr Magflower, Allen, do; 3d, brig Salisbury, Hale, NYerk.

FAYTA, about Fol 25—Barks Gos Wool, and Mousam, for

Sr Johns, NF, June 2-Drig oyes, Rober, Frirel, NYork; 10th, Sr John, MB, June 9-Arr brig Aden, Frirel, NYork; 10th, Srlips, Art Union, Stubbs, and Falcon, Wade, de; Sutlej, Corkhill, City Point, Va; barks The Duke, Gould. NYork; Dromebair, Pyre, do; Sir F Buxton, Woodcock, de; 11th, abir Wm Vail, Wishart, Savannah. Cld 11th, abir Iris, onn. Alexandria. San Juan del Sun, April 25—814 brig John Logrand, San

ship Wm Vuif, Wishart, Savannah. Cld 11th, sobr Iria, Gunn. Alexandria.

San Juan del Sur, April 25-Sid brig John Logrand, San Francisco.

TRINIDAD, May 28-Arr brige Rainbow, Emersee, Perthand; Gunnare, Phillips, Charleston. Sid 29th, bark Ovands, Higgins, Coves.

Talcanuano. March 15-Bark Lowell, for San Francisco few days, and others.

Home Ports.

**ALBANY, June 12-Cld schrs Empire, Providence; Thos B Smith, NBedford; Palladium, NLondon.

BALTHMORE, Jan 13-Arr barks Oriole, Stump, Rie Janeiro 9th ult; Kensingson, Parker, Rie Janeiro. Cld ship Adier (Brem), Hoherst. Eremen; bark Autolope, White, Rie Janeiro and a mitt; brigs Stella. Maris (Noth), Witesh, Rotterdam; Jabez (Br), Yates, Windles; schrs Setzuiac, Swaine, NYork; Jos Guest, Conklin, do; Charger, Blakemond, Norwich, Conn; sloop Minerva, New Bruns sick, N3.

BOSTON, June 12 (additional)-Arr bark Susan Jane, Cobb, Palermo April 24; brigs Samuel & Edward (of Banger), Smith. Buenos Ayres; Sarah Peters (of Eliswerth), Rins, Saitillo River, Ga; Triad (of Eastport), Gerham, Philadelphis; schrs Northera Light (of Trovincetown), Case, Cape Haytien 39th ult; Maylower (of Scarsport), Allen, Matanzas lat inst; Tennessee (of Scarsport), Black, Cardonas 28th ult; Almira 7, Gandy; Jas Barratt, Cobb; Emterprise, Russell; H B Bascomb, Corson; Sarah Francus, Hathera, and Genoa. Perkins, Philadelphis; Crion, Hulse, and Meridian, Wood, Kondout. Cld bark Lowell, Hamanond, Baltsmore, brigs Mary F Slade, Baker, Philadelphis; Blaba Doane, Loring, Baltimore; M & J C Gilmore, Eddridge, Philadelphia. Sid ship Usion, barks Chase, Wm Henry (not lith), schr Richard.

13th-Arr barks Osmanli, Ingersoll, Havana 30th ult; Hadley, Kent, Baltimore; brigs Hary F Slade, Baker, Philadelphia; Blaba, Osme, Loring, Baltimore; M & J C Gilmore, Eddridge, Philadelphia, Sid ship Usion, barks Chase, Wm Honey (not Schrift, Sparks, Havana 28th ult; Laretsburg; Now Zealand, Bradey, Andrews, Schwas Levens, and Adelaide, Cutler. Nore. Sid barks Maryland, Lowell, Mary F Slade, brig Sun. Brig Kooka

ch, Prince, NYork.
CHARLESTON, June 10-Arr bavk Jede, Payne, NOr-ceans. Cld schr Admiral Blake, Hedley, Providence. Sid-schrs Isis, Chase, Philadelphia; Admiral Blake, Hedley, Proidence. CALAIS, June 4-Sid sohrs Montesuma, Rood, and Cad-nus, Marshall, Baltimore; Com, Tucker, Cox, and Temal, CALAIS, June 4—Sid schra Monteruma, Roed, and Cadmus, Marshall, Baltimore; Com Tucker, Cox, and Temah, Trimble. N York; 7th, R Miller, Creamer, do.
CAMDEN, June 4—Sid schra N Borry, Pendleton, Savantah; Statesman, Loring, Norfolk.
DIGHTUN, June 11—Sid schra Texas, Philadelphia or Banger according to wind; Corelli (from Taunton) supposed for Norfolk; SL Crocker, HA West, and Tabitha & Hannah (from Taunton), Philadelphia.
ELIZABETH CITY, prev to June 12—Arr schr Arlitta, W Indies; W W Hall, Windsor. Sid schr J J Grandy, Dowdy, Windies. Indies, W W Hall, Windsor. Six School, Minerva, and Natham FALL RIVER, June 11—Sid schra Minerva, and Natham Portes, Baltimore; Fountain, for a Southern port, Minerva Durfee, Baltimore; Fountain, for a Southern port; Mineres Wright, Philadelphia.
GLOUCESTER, June 11—Cld schr E A Stevens, NYork.
HALLOWELL, June 3—Arr schr Arno. NYork. Sid 6th

GLOUCESTER, June 11—Cld schr E A Stevens, NYork.

HALLOWELL, June 3—Arr schr Arne, NYork. Sid 6th, schr Evelina, Leeman, NYork.

MOBILE, June 5—Arr schr Metapeny, Porter, Rockland.

MARDLEHEAD, June 11—Arr schr Susan Chase NYork.

NEW ORLEANS, June 6—Arr steamship A Puscher, Dunslow, Galveston via Sabine Pase; ships Bollearrigg (Br), Thomas, Liverpool 22d April; bark Sir Isaac Nowton (Ham), Schaldeleh, Hamburg lita April; Sp brigs Sefine, Cardena, Vera Cruz 10 days; Pepito, Estapa, Havana 10 days; som Elira Jane, Duke Galveston.

Towed to soa lat, ship Windsor Fay, bark Yamnri, brig Mary Eliavoth.

NORFOLK, June 11—Arr schr Daniel Baker, Haynes, N York, Cld schr Reliance, Thurston, Turks Islands.

10th—Arr US rev cutter Crawford, from Key West for N York, Cld schr Reliance, Thurston, Turks Islands.

NEW PORT, June 12—Arr schr Juniata, Wobber, Warren for Philadelphis, Benj S Berry, Sharp Philadelphis for Previdence; cloop Alice, Brightmas, Westport for N York.

NEW ARK, June 9—Arr schrs Irine, Brown, Calals, Mej Almira, Carman, do.

12th—Sid schr Charlotte, Peniman, Boston.

NEW BURY PORT, June 5—Arr schr Friegraph, Rendent, NEW BEDFORD, June 5—Arr schr H W Gandy, Joffrey, Philadelphis.

NEW BEDFORD, June C Deughty, Murphy, Philadelphia.

11th—Arr schr Jane C Deughty, Murphy, Philadelphia.

12th—Arr schr Seneca, Brown, Philadelphia.

NEW HAVEN, June 12—Arr brigs atlantic. Duell, Mayaguer, Neuvitas, Griffin, Guayama. Sld brig Rainbow, Thomp-

NEW HAVEN, June 12-Arr brigs Atlantic. Duell, Mayagues; Neuvitas, Griffin, Gusyama. Sld brig Rainbow, Thompson. Porto Rico.

NEW LONDON, June 9- Ar soft John A Biz, Allyn, from Now York for Scivuate; sloop America, Sterges, from Previdence for New York.

10th—Ar propellors Qpinebaug, Hollam, New York, for Now wich; Oeceola, Jones, Previdence, for New York; seher Champion, Sheffield, Stonington, for New York; sloops Mary Gray, Palmer, Uneasville, for New York; J Lamphoer, Billen, Part steamer Decatur, Geer, Norwich for NYork; sloops and the Stantis Company, Palmer, Or School, John S. Francis, Kimbell, do for do; Andrew Jacksen, Appleby, do for do; Laiy Adams, Allyn, de for Albany; Ellen Perkins, Story, Nyork for Nezwich; Jane, Hall, Westerly for Nyork; Susan & Mary, Shelden, Dutch Isjand for NYork; Pinta, Fereu. Norwich fer Albany; sloops New London, Latham, from NYork; Washington, Prabtis, do; Fashlon, Blydeuburg, Providence for Nyork; Amelia, Thrasher, Newport for NYork; Commerce, Palmer, do for Portland. Sld schr Harriot Smith, Rogers, Virginia.

NY ork: Amelia, Thrasher, Newport for NYork: Commerce, Palmer, do for Portland. Sld schr Harriet Smith, Rogere, Virginia.

PHILA DELPHIA, June 12 a 13—Arr barks John Farnum Willeby, Pernambugo 22 days: Fairy, Maore, Messins 66 days: Paez, Wilkins, Forto Cabello 12 days: Levane. Hewitt, Cardenas 4th inst brigs Compeon Gr.) Brown, Fajardo, P.R., 15 days: Rafeul Arroy (Brem), Ferricks, Bremen 47 days: Hanover, York, Calshi; achrs Charler Osk, Kelly, Nayori, Hanover, York, Calshi; achrs Charler Osk, Kelly, Nayori, John Turner, Kelly, Salem; Boston, Cerson, Boston; Emma Tuttle, Connell, Nhaven: Edw Wooton, Veszy, Warwick; Traasurer, Burroughs Bridgesorti; N.J. Crane, Sawyar, Providence: Telegraph, Fish, N. York; J. C. Fisher, Anderson, do; Chief, Shailer, do; steamers Kennebec, Saymour, and Penobecot, Whitaker, do; Cld ship Marr Pichashata Kenoard, Liverpool; barks Sarsh Mooers, Dean San Francisce; Marian, Lelar, Rio Jancire; Elk, Eldridge, Boston: Drigs Standard (Br.). Newman, Bermuda; Raven (Br.). Beyling, Quebec; Peaguin (Br.) Dill, Trinidad; Sas Belle, Herriman, Boston; Priend, Hallett, do; Lavinia Jane. Ketchum, Nocwiob; Honesty, Appleton. NHAwen: Treasurer, Burroughs, Previdence: A W. Leeda Endicott, Norwich; Charter Oak, Kelly, Boston; Boston, Corson, Providence; John Willotta, Weaver, do Emma Tuttle, Connell, NHaven: Edw Wotten, Vesy, Someract; Copla, Sears, Cambridgoport; steamer Anthracite Morley, NYork.
PORTLAND, June 11—Arr brig Olive, McDonald, MYork. Cld brig Manearilla, Bailey, Philadelphia; Solly Miller, Saow, Rendent; Sth. Judge Tenuey, Toothaker, Philadelphia; Solly Miller, Saow, Rendent; Sth. Judge Tenuey, Toothaker, Philadelphia; Solly Miller, Saow, Rendent; Sth. Judge Tenuey, Toothaker, Philadelphia; Solly Miller, Saow, Rendent; Sth. Judge Tenuey, Toothaker, Philadelphia; Solly Miller, Saow, Rendent; Sth. Judge Tenuey, Toothaker, Philadelphia; Solly Miller, Saow, Rendent; Sth. Judge Tenuey, Toothaker, Philadelphia; Solly Miller, Morfelk; Lexington, Colby, NYork. Cld 6th, ship Samuel Basigoe (new

London; schr Otis, Billings, Philisderphis; 10to, etc., Park, do., Park, do., RICHMOND, June 11& Sid sehr Henrice, Tuttle, NYork, ROCKLAND, June 5-Arr brig J Cohen, hence to load for NOrleans; schrs R B Pitts, NYork; 6th, Mary Langdon, Ann, Sea Lion, Ivanhoe, and Gen Cass, do; W Gregory, Richmand via Beaton; 7th, H C Lowell, Booker, Richmond; Avengor, Aloxandria. Sid 5th, schrs S B Trull, Parter, NYork; Fawtucket, Ulmer, Dir Island, to load for NYork; 6th, E Arealarius. Pierce, Vinalhaven, de de.

5AVANNAB, June 10-Clid Schr Adele, Ackerly, NYork, Stullivan, May 31-Sid schrs Arcturus, Greenlaw, Now York.

York.
WILMINGTON, June 10-Cld brig Martha Kiasman,
Thayer Bath, Ma; schr Fannie Mitchell, Parker, Bath Ush,
brig Philipra, Caihoun, NYork; 12th, brig Busna Vissa,
Wines, NYork.
WARREN, RI, June 11-Arr sohr Almeda, Apalachicola

Passengers Arrived.

Canton-Bark Euroka-Mr and Mrs C Carroll and lady from St Helens.

Bristot And Conk-Bark Elizabeth-Mr Wither, Mr Bispacks, J Zollner Mr C Thame and Indy, V Louis, J G Bashly, C Leigh H Bailey, J Allous, J Herring.

Rannuck-Brig Princess Rayal-R Tyren, J Outerbridge, A H West, J Mitchell, G Boyle.

Cantinnas-Srig Amanda-C H Pearson.

Kry Wrett-Brig Cuchnoc-A March, G W Spanising, R H Pears, M Duster, W N Dusenbury, Paul Annis Sayart, who were taken off the wrock of bark Fatmouth, lost nose Key West.

Sayandam-Solg Chas Mills-Mr Liging, A Rostlek.